

## RIVAL AUTOMOBILE SHOWS.

TWO WILL OPEN IN THIS CITY ON JANUARY 13 NEXT.

One in the Madison Square Garden and the other in the Sixty-ninth Regiment Armory—Features of the New Model Cars—A Flying Machine Exhibition.

In two weeks this city will be learning all about automobiles. There are to be two automobile shows. They will not be run in opposition to each other, but in friendly rivalry, for the automobile industry has assumed such proportions that there is no building in the country large enough to contain a single show capable of doing it justice.

For several years the automobile show has been held at the Madison Square Garden under the auspices of the Automobile Club. That club had an agreement with the National Association of Manufacturers and with the Garden management, and last year the show was so large that foreign manufacturers could not get in and they had to exhibit at another place.

The agreement has now expired and in the Madison Square Garden will be an exhibition given by the Association of Licensed Automobile Manufacturers of these manufacturers who recognized the rights of a certain inventor and who pay royalties. The other show will be held in the new armory of the Sixty-ninth Regiment and will be under the auspices of the Automobile Club of America.

The two exhibitions are only a short distance apart. The Sixty-ninth Regiment Armory is in Lexington avenue from Twenty-fifth to Twenty-sixth street, and there is an entrance on Twenty-sixth street. There is an entrance to the Madison Square Garden on Twenty-sixth street also, and only one block from the armory. Therefore when the two shows are open there is likely to be a steady string of visitors going from one building to the other to learn all that can be learned about automobiles and their accessories.

These shows will open on Saturday, January 13, and the management of each has made efforts to eclipse the other in spectacular effects. There will be foreign and domestic cars in each building.

In the armory there will be exhibitions from twenty foreign firms and in the Garden from nine. Many of the foreigners have shipped to this city exhibits that were seen at Paris this month. It is expected that the foreign cars will be the most luxurious that have ever been seen, and they will have all the latest developments of the foreign maker in automobile construction.

Luxury will be the keynote of the imported section of each show, but the American manufacturers insist that they have no fear of the foreign makers, and that they have surprises to spring on their European rivals. It is generally admitted that the American body builders are ahead of the foreigners.

There are, of course, some enthusiasts who must have an imported car at all costs, no matter what can be produced at home, but the American carriage builder led the world in the matter of lightness, strength and style in carriages, and he can do the same thing in building bodies for automobiles.

In each show every inch of floor space has been taken and if there were more space more exhibitors could be accommodated. At the armory and at the Garden cars for pleasure will be seen on the main floor. In the basement commercial cars will be shown, and with many this section is considered to be the big end of the exhibition. Then, placed wherever they will fit in, will be exhibits of all the accessories, such as tires and lamps.

A man who wants to buy an automobile will have a large range of prices to choose from. There will be the high priced imported machines costing \$15,000, and little runabouts that can be purchased for \$500.

There will be all makes of cars, including those using gasoline, steam and electricity.

At the armory show there will be an extra attraction in the shape of airplanes, which will be under the auspices of the Aero Club of America. This exhibition will occupy the gymnasium, which is on the third floor.

There is a big boom on just now in the automobile world. Each manufacturer reports that the industry was never better. Factories have been working full time and turning out cars as fast as possible, and with some of the more popular makes the entire output of the year has been sold already. This does not mean that the cars have all been taken by the public, but that the manufacturers have sold them to dealers and placed them with their own agents.

One big manufacturer has estimated that 30,000 automobiles have been made in this country this season, which is far in excess of any former season. This does not include the runabouts, and if the work can be completed there will be 10,000 of these little machines turned out for the season's pleasure.

There is an endless variety in styles and bodies, from the runabout body which will seat seven and has a table in the centre on which the occupants of the car can play poker or eat lunch, to the car which is run along in the trade, though, that the most popular style will be the car with the bonnet in front, a divided front seat and side entrance to the tonneau.

Simplicity in style with perfection of details is wanted now not only in the car, but also in the motor. The average American is not a mechanic, and the makers realizing this have made simplicity the strongest feature of the new cars. Men want cars that will climb hills, run over rough roads and get from place to place without accidents.

The tendency of the motors is to the four cylinder type, and fully 90 per cent of the builders of automobiles are using four cylinder motors. There will be some machines, though, with one, two or even six cylinders, because some buyers want such engines.

The commercial part of automobilism is in the opinion of many to be the big end of the industry. It is yet in its infancy, but it is growing fast. Business men have used automobiles for pleasure for some time. They have seen that the cars can do what is wanted of them.

Two years ago an automobilist had to crawl under his car about every ten miles to remedy some breakdown. That time has gone now, and the old joke that a man spent half of his time in the car and half out is now no longer heard.

These automobiles have their own ideas about motors and are now beginning to apply them to their business wagons. The farmers, too, have been educated. Farmers in this country have more than 55,000 gas engines that run appliances on their farms.

They have become educated to the gas engine and they have seen what the automobile will do for pleasure, and are now using automobile wagons. Having become converted to the automobile, they are now seeing the necessity of good roads.

There is another little machine that bids fair to become as popular in this country as it has in England, and that is the motor cycle. The secret of its popularity in England is perhaps the good roads that they can run on.

Being a light machine, it is not adaptable to heavy or rough roads. It is really a motor cycle, with an attachment to put on to place of the front wheel. This attachment is a seat placed between two wheels.

The motorist sits in the saddle, as he would if he were driving a motor cycle, and the best girl can occupy the seat in front. These machines cost \$35, and they can run fast and for a good distance.

The Sixty-ninth Regiment armory is an immense building, well adapted for show purposes. It has not yet been seen by the public, and it is said that it is the finest

armory in the city. The floor is 150 feet by 200 feet, and the height of the arches over this floor is 100 feet. The total floor space available for the automobile show is 152,000 square feet.

Madison Square Garden will be decorated as it never was before. The floor is to be covered with 5,000 yards of thickly padded carpet, of a golden bronze color. The entrance, trees and shrubs will be arranged to give a forest effect.

Sculptors and modelers have been busy with figure work which will transform the interior of the building. The entire ceiling space will be covered with a canopy of a sky blue tone.

For this part of the decoration 12,000 yards of material will be used and there will be 27,000 stars. Silkline between pillars of white and gold is to form the balcony decoration, and the silkline is to be in box pleats enriched with sprays of smilax.

The rear of the Garden will be covered with a scenic painting representing an Italian garden. It will take a week to get the Garden ready, and workmen will begin setting up what has already been prepared next Monday.

An exhibition of the Aero Club will be a very interesting feature. There will be balloons, including dirigible airships of all forms, spherical and drifting balloons, parachutes, aeroplanes, comprising gliding machines and power and tetrahedral aeroplanes. There will be lifting machines both with propellers and wings; light weight motors, meteorological instruments and pictures of flying machines in action and at rest.

On Tuesday next the new Flat garage at the corner of Fifty-sixth street and Broadway will be formally opened. The building consists of five stories and basement. It is built of brick, steel and concrete throughout. It is 150 feet deep and 60 feet wide, with a floor area of from 30,000 to 60,000 square feet.

The recent discovery that there is in existence a broad, basic patent fully covering the essential features of the two cycle gasoline engine has caused considerable discussion in automobile manufacturing circles. Of almost equal importance to the makers of cars is the announcement that all the rights for the United States under this patent are controlled by the Empire Manufacturing Company of Chicago. This firm for a number of years has been applying the two cycle principle. They were taken greatly by surprise a month ago when Joseph Day of Richmond, Indiana, brought into their office and calmly announced to them that he was the owner of a "United States patent" covering the two cycle system. Careful comparison of the Day brothers' plans with those shown in the patent, however, soon convinced them that they had unconsciously started in the trail blazed by Mr. Day. Realizing this, and finding Mr. Day willing, they lost no time in taking over the American rights.

Five models of the Day will be exhibited at the Sixty-ninth Regiment Armory during the New York show. Model A—five passenger in horse-power two cycle touring car, surpassing the 1900 model which performed so creditably in the various hill climbing, endurance and economy contests of the last year. Model B—two passenger runabout, identical with the 1900 model, except that certain improvements have been made. Model C—four passenger runabout, same as the two passenger runabout, except that it is equipped with a four cylinder motor. Model D—four passenger runabout, same as the two passenger runabout, except that it is equipped with a four cylinder motor. Model E—four passenger runabout, same as the two passenger runabout, except that it is equipped with a four cylinder motor.

The 1906 Thomas demonstrating car arrived at Harry S. Houpt's garage just four weeks ago. Since the car has been in New York, the odometer, which was attached two days after the car's arrival here, shows the number of miles covered to be over 2,000. Mr. Houpt is ready to certify that the car has not been out of order or in the repair shop.

Several firms are about to produce four cylinder cars for the first time in their history, while veteran manufacturers such as the Electric Vehicle Company are accelerating and supporting the situation in other ways. Instead of re-building only the four cylinder cars, they are now building a car which will be two, the newcomer being a car which will be known as the "Younger" model.

A cable despatch was received in New York last week stating that E. V. Hartford, president of the Hartford Motor Car Company, who is now attending the Paris show, has secured the American agency for the Gordon-Bell car, which is now being built at the Gordon-Bell works in England. A. G. Hoffman, treasurer of the company, says the French car will be sold from the new factory and garage that is being built at Eighty-eighth street and Broadway.

During the past week, the Rainier company has sold an exclusive garage for electric cars at 941 and 943 8th Avenue. Mr. C. B. Rice, who purchased the garage, says that he has secured the exclusive right to sell electric cars in the city of New York. The garage is now being built at the corner of 8th and Broadway.

The Lutz car is the latest American car made. The Lutz car is a four cylinder car, with 55 inch wheel base, and a road clearance of 10 inches. Its size is not unduly large, and it is placed alongside of the average car.

Each day brings its quota of prospective buyers to the saleroom of the Oldsmobile company of New York. All anxious to see for themselves the Palace touring car which heads the Olds line for 1906, and which they have heard and read so much. The car has had a strenuous time of it since its arrival, the demonstrations averaging twelve a day. Con. Cutting says that so far as he knows, it has negotiated every hill in this vicinity that automobiles are asked to climb.

One of the largest concerns that makes a specialty of commercial electric is the Vehicle Equipment Company, whose large and modern plant is located at Long Island City. It is said that this firm has over one hundred distinct models of electric trucks, wagons and carriages.

C. B. Rice, the Baker electric agent here, has on hand an exclusive garage for electric cars at 941 and 943 8th Avenue. Mr. C. B. Rice, who purchased the garage, says that he has secured the exclusive right to sell electric cars in the city of New York. The garage is now being built at the corner of 8th and Broadway.

Sales Manager Howell, who is in charge of the Electric Vehicle Company, says that the car is much liked at the appearance in New York of the first six cylinder touring car, received in this city. The car is known as the "Type H" and is of 50 horse power and has a 114 inch wheel base.

Four of the new English Daimler cars, the advance guard of the Daimler body, with a roomy supply have been turned over by the custom house. One of these, a particularly handsome limousine, is now on view at the Thirty-eighth street show rooms.

As was expected the announcement that the

## AUTOMOBILES

## AN OPEN LETTER.

TO THE EDITOR OF THE SUN—

Dear Sir: We would like you and all your readers to know that the 1906 Four-Cylinder Oldsmobile Palace Touring Car has arrived in New York from the Olds Motor Works, Lansing, Michigan, and is ready for demonstration.

Hundreds of your readers will buy automobiles this season, and we wish to invite every one of these prospective motorists to come and see the Palace Touring Car, to ride in it, and to let us explain it, inside and out. It will not take very long to do this, for there is not very much that needs explanation—the car is so very simple.

May we, then, make this a real invitation for every Sun reader interested in automobilism?

It is true we have only the factory demonstrating car now, but finished cars of this model will be on view at the big Automobile Show at Madison Square Garden, January 13-20. The other Oldsmobiles will be there, too—the sensational two-cycle, two-cylinder, \$1,250 light touring car and the world-famous \$650 Oldsmobile runabout.

The Palace Touring Car is a quiet car, without a flaw. It has water-cooled motor, shaft-drive, sliding gear transmission, 28 to 30 horsepower, a speed of 40 to 50 miles per hour, a beautiful, comfortable, roomy, graceful body, and it does not contain an ounce of material of any kind other than the very best. Price, complete, \$2,250. A smoother riding car has never been made. It makes good every claim of its makers.

Very respectfully,

Oldsmobile Co. of N. Y.,  
Broadway and 51st Street.

## AUTOMOBILES

# \$3500 THE MAGNIFICENT THOMAS 50 H.P.

A FAIR COMPARISON WILL DISCLOSE POINTS OF ADVANTAGE IN MECHANICAL CONSTRUCTION—MATERIAL AND WORKMANSHIP NOT EXCELLED BY THE HIGHEST PRICED CAR IN THE WORLD.

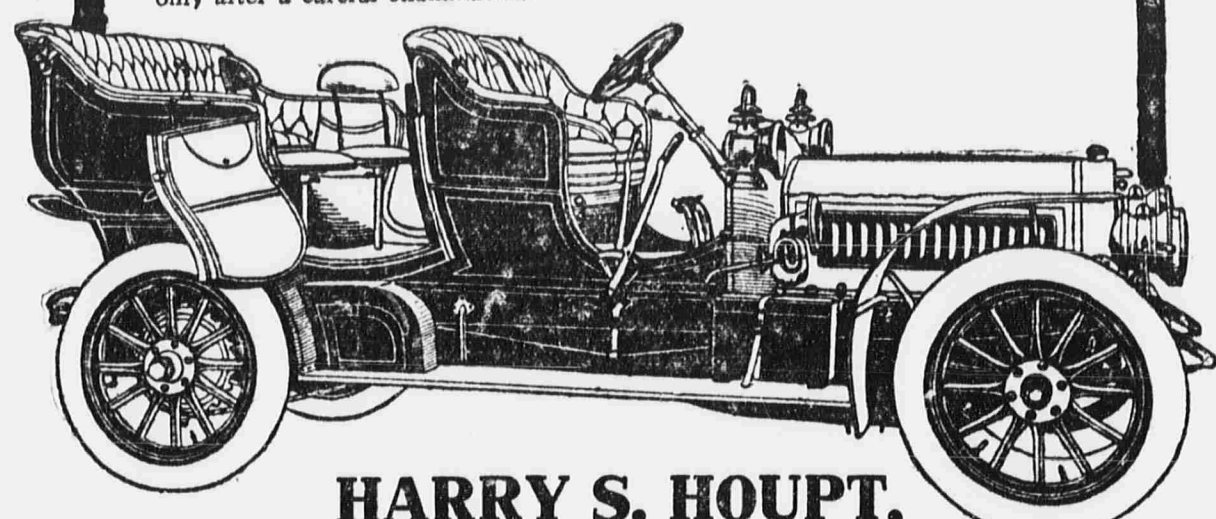
## 50-Horsepower Thomas Flyer

is exceedingly quiet and smooth running, and is the fastest stock touring car in America. Though lighter than most cars of equal power, it is very strong in wearing parts, also in parts subjected to the severe strains of American road conditions. Both crank and transmission cases have twice the usual number of bolts.

Every Stock Car Guaranteed to Show Sixty Miles per Hour on an ordinary level road, quietly and smoothly, without rocking or jarring. Meets all requirements for comfort and efficiency in power.

Cheaper to maintain, as the mechanism is seldom, if ever, overtaxed—eliminating expensive repairs.

You can realize and appreciate the many advantages of the Thomas car only after a careful examination.



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33 Grant Square, Brooklyn.

Telephone 1197 BRYANT

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537 Mercer St., Jersey City.

American Locomotive Company has decided to manufacture the Berlet car in this country created a stir among automobilists and students of motor car construction. The cars will be built at Providence under the eye of A. A. Harrison, one of the chief engineers of the American Locomotive Company.

That the Royal Motor Car Company of Cleveland is in great shape this year to take care of its orders is very evident from the way its deliveries are coming in. No less than five regular touring cars came in to Charles A. Duerr last week, of which four were delivered at once.

Arthur Severance Winslow, who has been associated with the Cadillac company of New York, will be sold from the new factory and garage that is being built at Eighty-eighth street and Broadway.

Among the purchasers of 1906 Thomas cars during the past week are O. Steiner, who purchased the Daimler-Limousine that will be exhibited at the New York show; Thomas Adams, Jr., touring car, with limousine body extra; Mortimer Nording, New York; Elmer Van Dusen and Thomas W. Cramp of Brooklyn.

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## EXCLUSIVE GARAGE for ELECTRICS

Mr. C. B. RICE begs to announce the opening of an exclusive garage for

ELECTRIC VEHICLES of ALL MAKES at 941 and 943 8th Avenue.

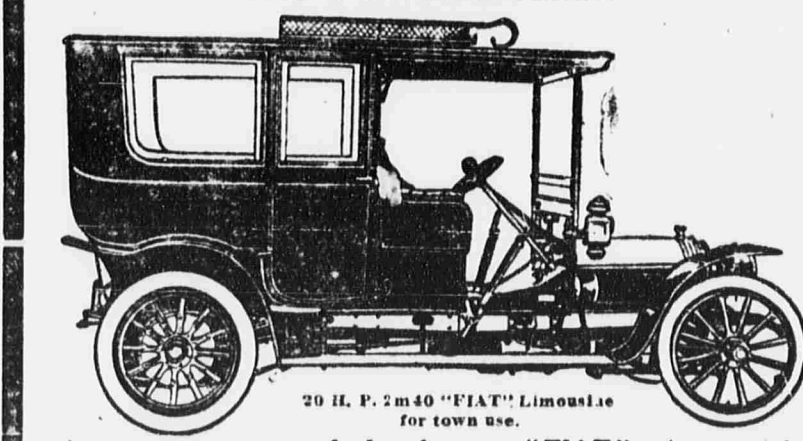
the first of its kind in the history of the electric business. A positive cost of maintenance has been established and owners of electric vehicles will find their interests looked after in a manner not heretofore thought of.

Further information and all arrangements made at main office.

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THE DE LEON CAR

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We are the largest dealers in new and second-hand automobiles in the world, and have the largest stock to select from. You will find every make of automobile at right prices. Call and convince yourself.

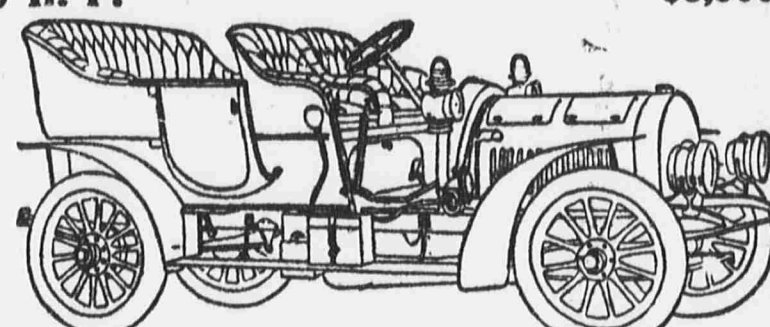
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40 H. P.

\$3,500.00



## ROYAL TOURIST

Knowledge of an "HONEST CAR" consists of personal experience after the expenditure of

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Knowledge and actual facts cannot be learned from an automobile salesman.

Be guided by owners' claims, actual demonstrations and performances such as the ROYAL TOURIST made in the

## Vanderbilt Cup Eliminating Race.

## Remember That Race.

We do not claim excessive nor insane speed for the ROYAL—ONLY RELIABILITY—smooth and quiet running and MORE RELIABILITY—minimum cost of maintenance and repairs, and still MORE RELIABILITY. The average cost of repairs on 1905 Royals was less than \$25 per car.

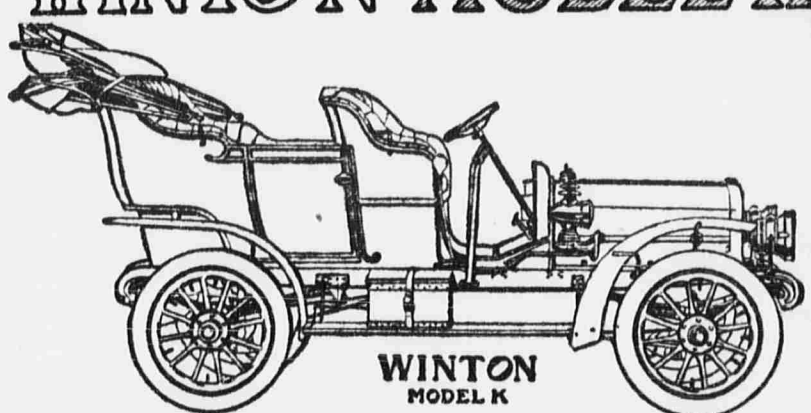
## Is That Reliability?

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Telephone, 4120 COLUMBUS.

## WINTON MODEL-K



WINTON MODEL K

Every kind of metal used in the Winton Model K is tested in our own plant on our giant Riehle Testing Machine before we put a pound of it into use. These tests show how many pounds pressure or pull to the square inch Winton Model K metals withstand before cracking or breaking. This testing machine exerts a strain up to 300,000 pounds (100 tons) to the square inch. Think of it! We don't gamble on weights. We insure your safety by using material that will live through any strain we cut out every possible waste of power by grinding all bearings to the smoothness of plate glass. And we put into the car an engine big enough and powerful enough to drive the car and carry its full load of passengers at full speed, without damage to engine or danger to passengers. If we wanted to take chances—at your risk—and save money in manufacture, we could reduce the weight of Model K at least 350 pounds. But every pound of weight in the Winton Model K is there because it represents honest construction, stability and utter absence of danger to you when you ride in it.

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